



ICAO ENGINE nvPM EMISSIONS DATA SHEET

SUBSONIC ENGINES

ENGINE IDENTIFICATION: PW1127G-JM BYPASS RATIO (-): 12.3
 UNIQUE ID NUMBER: 01P22PW163 PRESSURE RATIO π_{co} (-): 31.7
 COMBUSTOR: TALON X, Block-D
 ENGINE TYPE: TF RATED OUTPUT F_{co} (kN): 120.4

REGULATORY DATA

CHARACTERISTIC VALUES:	LTO_{mass}/F_{co} (mg/kN)	LTO_{num}/F_{co} (particles/kN)	NVPM MASS CONCENTRATION ($\mu\text{g}/\text{m}^3$)
LTO/ F_{co} AND MAX nvPM _{mass}	37.3	1.18E+15	1065
AS % OF CAEP/10 LIMIT	-	-	17.7
AS % OF CAEP/11 LIMIT (InP)	1.8	9.0	
AS % OF CAEP/11 LIMIT (NT)	8.9	22.8	

MEASURED DATA

MODE	POWER SETTING (% F_{co})	TIME minutes	FUEL FLOW kg/s	EMISSIONS INDICES*		NVPM MASS CONCENTRATION PEAK nvPM _{mass} ($\mu\text{g}/\text{m}^3$)
				EI _{mass} (mg/kg)	EI _{num} (particles/kg)	
TAKE-OFF	100	0.7	0.800	29.2	4.10E+14	
CLIMB OUT	85	2.2	0.670	20.4	3.89E+14	
APPROACH	30	4.0	0.232	0.2	3.10E+13	
IDLE	7	26.0	0.080	3.5	4.18E+14	
LTO TOTAL (kg, mg, number of particles)			303	3233	1.02E+17	-
NUMBER OF ENGINES				1	1	1
NUMBER OF TESTS				4	4	4
AVERAGE LTO/ F_{co} VALUES (mg/kN, particles/kN)				26.8	8.48E+14	-
MAX EI VALUES (mg/kg, particles/kg) AND MAX MASS CONC. ($\mu\text{g}/\text{m}^3$)				29.2	4.19E+14	827

* Emissions Indices are corrected for thermophoretic loss and fuel hydrogen content

DATA FOR EMISSIONS INVENTORIES (ESTIMATIONS FOR ENGINE EXIT PLANE VALUES)

MODE	POWER SETTING (% F_{co})	CORRECTED EMISSIONS INDICES	
		EI _{mass_SL} (mg/kg)	EI _{num_SL} (particles/kg)
TAKE-OFF	100	36.3	1.45E+15
CLIMB OUT	85	26.3	1.60E+15
APPROACH	30	0.6	3.85E+14
IDLE	7	7.8	5.78E+15

AMBIENT CONDITIONS

	From		To		FUEL	
	BAROMETER (kPa)	TEMPERATURE (K)	HUMIDITY (kg water/kg dry air)	HEAT OF COMBUSTION (MJ/kg)		
	101.5	279.6	0.0036	43.32		
	102.2	300.8	0.0120	13.89		
				16.5		
				0.74		
				228		

MANUFACTURER: Pratt & Whitney
 TEST ORGANIZATION: Pratt & Whitney
 TEST LOCATION: W. Palm Beach, FL
 TEST DATES: 18/01/2020-21/01/2020

REMARKS

1. Data from certification report PWA-12090
2. 1 engine tested
3. TALON-X, Block-D combustor
4. Certification in accordance with ICAO Annex 16 Vol. II., Part III, Chapter 4.